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Sealed up and Smoothed Out

During the summer, our Slurry Seal & Micro-surfacing and Mill & Overlay Projects jump into overdrive!

The beginning of summer means a lot of things to Project Manager Tony Lopez -- swimming, taking the family out for snow cones, and managing the annual slurry seal & micro-surfacing, and mill & overlay contracts. Both contracts will go to City Council for approval in early June and Notice to Proceed should be issued around the first day of summer.

SLURRY SEAL & MICRO-SURFACING

is a street preventive maintenance measure where a mixture of aggregate, emulsified asphalt and other additives is spread over the surface of a street. The emulsion serves as a binder to hold the aggregate together and to adhere to the roadway. This application will extend the life of and fix minor flaws in Austin neighborhood streets. Slurry provides a smooth ride and avoids the problems associated with flying gravel caused by higher speed traffic. The slurry sealed roadway is opened up to traffic after just a few hours.

MILL & OVERLAY

is a process whereby the top 1½ - 2" of pavement is removed with a milling machine and then replaced with a 1½ - 2" layer of new hot mix asphaltic concrete (HMAC). Between these two steps the contractor will crack seal where needed and apply a tack seal to ensure the overlay will adhere. The roadway is open to drivers in eight hours.

*** Both applications require a high outdoor temperature in order to be effective.**

benefit of the selected treatment", he said. The PMIS stores historical information such as a roadway's age, its current issues and any past maintenance received. Any roadways that are found to need deeper repair or that are failing are not eligible for these treatments. Instead they are put on lists for future full-depth reconstruction or rehabilitation projects.

In addition to working closely with the contractor, the Construction Inspector must work closely with the citizens. "This type of project has an immediate effect on residents," Tony says. The Inspector will distribute hang tags to residences two days prior to the work. The hang tag includes the date the work will take place and asks citizens to move their cars to an adjacent street if they need to use it during the application process, which begins around 7 am. The City also has a contract with a towing company in case a car or two needs to be moved around the corner. Tony Lopez says the City will slurry seal 60 lane miles and mill & overlay 60 lane miles this summer. "The Weather Channel predicts a hot summer so I predict another successful year for slurry seal and mill & overlay".

The Street and Bridge Division has the task of selecting the streets that will receive either application. Binaya Sharma, engineer with the Street and Bridge Division and the project sponsor, explained how

the Pavement Management Information System (PMIS) captures data on all City roadways. "The PMIS enables us to select the right street at the right time for the right treatment in order to maximize the